Completion of Railway Projects in Madhya Pradesh

564. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) the Rail projects in different fields under implementation in Madhya Pradesh;

(b) what has been the progress made so far;

(c) by when these are likely to be completed; and

(d) the steps taken to ensure time ly completion of these projects?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) The details of various projects in Madhya Pradesh relating to new lines, gauge conversion and doubling of rail lines, together with their percentage progress and targetted date of completion are as under:

Name of Project	%age Progress	Targetted date of completion
I. *NEW LINES*		
i. Guna-Etawah rail line . .	55	1997-98
ii. Godhra-Dahod-Indore and Dewas Maksi	36	Work frozen temporarily, as the cost of the project, as per the survey report received recently, has gone up to Rs. 597 crores and the rate of return has become negative. The same would be reviewed once the gauge conversion of Delhi-Ahmedabad section, currently in progress, gets completed and traffic pattern stabilises.
II. *GAUGE CONVERSION:*		
i. Jabalpur-Gondia . . .		The work of Jabalpur-Chandafort is included in the first phase of project Unigauge. However, work has first been taken up on Gondia-Chandafort sub-section. Work on Gondia-Wadsa has already been completed. Work of conversion on Jabalpur-Gondia section would be taken up after completion of this sector, subject to availability of resources.
ii. Nimuch-Ratlam	8	31.3 97
iii. Parasia-Chhindwara . . .	1	1995-96
III. *DOUBLINGS:*		
i. Bilaspur-Akaltara Third Line . .	75	1995-96
ii. Annas Bridge-Panchpiplia Tunnel & Mahi Bridge (Panchpiplia-Mahi Bridge-since completed) . .	50	1995-96
iii. Pirumrod-Bercha & Bolai-Akodia (Bolai-Akodia since completed) .	25	1995-96
iv. Bairagarh-Phanda . . .	75	30.9.95
v. Kalapipal-Phanda . . .	Work Frozen	
vi. Maksi-Bairagarh . . .		Work has recently been defrozen in 4 block sections between Bercha to Bolai (18 kms and would be taken up shortly.)
vii. Akaltara-Champa Third Line with OHE	0.2	1996-97

(d) All efforts are being made to complete these projects in a phased manner, keeping in view the work content involved and the availability of resources.

Alternative loads for capacity utilisation in wagon building Units

565. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Minister of Railways has asked Wagon Building Units to "look for alternative loads for utilising their capacities" as reported in the Business Standard dated 10th January, 1995;

(b) if so, what is meant by "alternative loads for utilising capacities"; and

(c) whether it is an indication of further cut down in the procurement order of wagons in future?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) In reply to certain references from MPs as well as the Minister of Commerce, it was indicated that wagon building units may have to look for alternative load as the Railway Ministry may not be in a position to enhance current level of orders due to transport output not picking up as per planned projections.

(b) Wagon building units are heavy engineering units having infrastructure for undertaking fabrication and assembly and similar types of other works. Alternative loads of this type as well as exports can be developed for utilisation of their capacities.

(c) This is not necessarily so. However, wagon requirement is need based and subject to fluctuations which wagon industry should be able to withstand.

Late Running of Dhauli Express

566. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Dhauli Express has been reaching at Howrah very late almost everyday;

(b) if so, the reasons therefor;

(c) whether there is a demand for additional number of coaches in that train; and

(d) if so, the steps taken to fulfil the requirement?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise

(c) No, Sir.

(d) Does not arise.

गुजरात और महाराष्ट्र में राष्ट्रीय राजमार्गों का विकास

567. श्रीमती चन्द्रिका अभिनन्दन जैन: क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार द्वारा गुजरात और महाराष्ट्र के राष्ट्रीय राजमार्गों की मरम्मत/विकास कार्य के लिए वर्ष 1990–91, 1991–92, 1992–93 तथा 1993–94 के दौरान आबंटित की गई धनराशि का अलग-अलग ब्यौरा क्या है ;

(ख) इस संबंध में क्या मानदंड अपनाये गये है ;

(ग) गुजरात और महाराष्ट्र में राष्ट्रीय राजमार्गों की लम्बाई संबंधी ब्यौरा क्या है ;

(घ) गुजरात और महाराष्ट्र के लिए धनराशि के आबंटन में निरंतर कटौती किये जाने के क्या कारण हैं; और

(ङ) क्या महाराष्ट्र तथा गुजरात की सरकारों ने इस संबंध में केन्द्रीय सरकार के पास कोई अभ्यावेदन भेजा है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) गुजरात और महाराष्ट्र राज्यों में राष्ट्रीय राजमार्गों की मरम्मत/विकास के लिए 1990–91 से 1993–94 के दौरान केन्द्र